

# KITSAP TRANSIT

## I. Kitsap is unique.

- A. Geography: We have more linear miles of shoreline than square miles of land area
- B. Unified transit services: The county is served by a single public transportation agency providing:
  - Routed bus service, including area-based ferry-take-home routes. KT is one of the Washington systems in the FTA high-intensity tier, based on federal standards. KT has approximately 12,000 daily boardings on 53 Routed buses.
  - Vanpools and Worker/Driver buses. As of May 2006, KT had 111 vanpools in service, with 128,247 YTD passenger trips or boardings, a seven percent increase from the previous May. In May, KT vanpools carried 25,603 passengers, picked up an average of 1,228 vanpool passengers per day and traveled an average of 5,548 miles per day. The agency had 26 Worker/Driver routes carrying 1,441 passengers per day in May, with a YTD passenger trip total of 21,489.
  - *ACCESS* service, (county-wide paratransit). Including VanLink, KT operated 83 buses and vans on an average day and had 1,651 daily boardings in May.
  - High-capacity regional connections via cross-sound Passenger-Only Ferry service.
  - Local foot ferry service between Bremerton, Port Orchard and Annapolis. As of May 2006, the Kitsap Transit Foot Ferry (KTFF) had logged 37,000 passenger boardings and was carrying an average of 1,600 riders per day.
- C. Cross-Roads between two regions. Urban: east side of Puget Sound.  
Western edge: the Olympic Peninsula region
- D. Support for the U.S. Navy at Naval Base Kitsap
  - Transportation Incentive Program (TIP) and Federal Flex Pass. There are 4,563 DOD participants in the federal TIP Program, between 40% - 45% of the shipyard workforce depending on the employee base for civilian and active duty military. The federal TIP pass, which KT administers, allows free rides on any KT service: routed bus, Worker/Driver, vanpool, KTFF and *ACCESS*).
  - A wide array of targeted services, including Worker/Driver buses with access to the secured Controlled Industrial Area in the Puget Sound Naval Shipyard

# KITSAP TRANSIT

## II. Kitsap connects with targeted service.

### A. Routed Services

- **Ferry Connections.** KT meets about 90% of ferries within our service day. In Bremerton and on Bainbridge Island, each route meets each ferry during rush hour. We serve Bainbridge with 11 routes and Southworth with two routes. During commute times, our schedules are designed to meet the ferry. In the afternoon peak, the buses will wait for the ferry.
  - ➔ Multiple buses meet (and wait for) ferries at three of the four terminals in Kitsap County
  - ➔ We stage 16 buses at peak commute times at Bainbridge Island and 11 at Bremerton
  - ➔ Off-peak Bainbridge Island and at Southworth, each ferry is met by at least one or two primary connector routes. In Bremerton, some but not all routes meet ferries.
- KT meets other transits at Park-and-Ride Lots or transfer centers
  - ➔ Pierce Transit at Purdy
  - ➔ Jefferson Transit at Poulsbo
  - ➔ Mason Transit has a space on the BTC deck

### B. Other Services

The KT Worker/Driver vehicles are the only non-Navy vehicles allowed to go through the Puget Sound Naval Shipyard at shift-change times.

# **KITSAP TRANSIT**

## **III. Kitsap Transit is continually innovating and honoring past service innovations.**

- A. Routed and ACCESS ferry take-home routes from terminals provide commuters flexible service.
- B. Worker/Driver buses (from 1940s) are a long-standing, unusually effective innovation for shipyard workers.
- C. Kitsap Transit Foot Ferry: Local ferry service representing the last remaining piece of the 1920s Mosquito Fleet program carried 453,600 passengers in 2005 between Bremerton and Port Orchard, a 17% increase from 2004.
- D. SCOOT station-cars for Smart Commuters and other specialized support programs specific to KT help our downtown commuters.
- E. Guaranteed Ride Home program for carpoolers and vanpoolers insures commuters aren't "stranded" at work in emergencies.
- F. Cooperative church park and ride lot leases provide the bulk of KT's park-and-ride lot spaces.

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## IV. Kitsap Transit collaborates in local redevelopment.

### A. Bremerton Transportation Center

- Shared Construction
  - ➔ WSF built the car-boat overhead loading structure: \$10M+
  - ➔ KT built the rest of the terminal, including POF docks for local and Cross-Sound ferries: \$30M+
  - ➔ WSDOT is now building the rest of the ferry terminal holding area, toll collection facilities and exit tunnel: \$60M+
  - ➔ The Port of Bremerton is building a new marina next to the POF facility and will install KT's new A Float, a crucial cross-sound service element, as a breakwater portion of the marina: a \$3M benefit to KT
- Shared On-going Management: the BTC is managed by an inter-agency group staffed by KT, WSF and the Port of Bremerton

### B. Harborside Building

- Kitsap Transit built a three-story office building on the BTC HOV pad
- The City of Bremerton and the Public Facilities District built the Conference Center adjacent to the office building and we all share the garage, plaza and fountain areas
- Hampton Inn & Suites built a hotel facing the other side of the plaza and is also sharing the parking garage
- An Anthony's restaurant was built partly on KT's pad and partly on the City's pad and also shares garage space

# KITSAP TRANSIT

## V. KT's Passenger-Only Ferries: Key Issues

- A. Local tax base is key at three-tenths of a cent of sales tax
  - Shrinking district is key to election success
  - Target election is Feb. 2007
- B. Change from franchise-based Joint Development Agreements to KT program with contract operators
- C. Round-trip fares in the \$7-\$9 range, with fare recovery at 60% ± for a mature (five-year program)
- D. Program includes local ferry service and supplemental transit as well as cross-sound POF
- E. The capital budget includes
  - six new boats
  - two new terminals and
  - upgrades to four existing terminals
- F. A substantial wake research program will continue through the development and testing of an ultra low-wake 149-passenger vessel prototype in 2007
- G. KT has substantial assets in place already
  - Four docks valued at \$13 million
  - Five boats valued at \$5 million (1 owned and 4 leased)

# Kitsap Transit Local Foot Ferry service

**The historic Carlisle II arrives at Bremerton**



**Port  
Orchard  
Intermodal  
Terminal**



**Kitsap Transit Foot Ferry service arriving and departing the dock at Annapolis**





# Kitsap Transit Cross-Sound Foot Ferry Service



**The Rachel Marie landing at the BTC:** Weekday service between Bremerton and Seattle is currently being provided by Kitsap Ferry Company through a Joint Development Agreement with Kitsap Transit.



**POF docking facilities at Kingston:** Aqua Express ran several Kingston-Seattle commuter trips daily last year, but suspended service citing steeply increasing fuel prices, action by the Legislature demanding a state regulatory agency stop all consideration of additional routes, and low ridership.

## **Bremerton-Seattle test boat lands at the Bremerton Transportation Center**

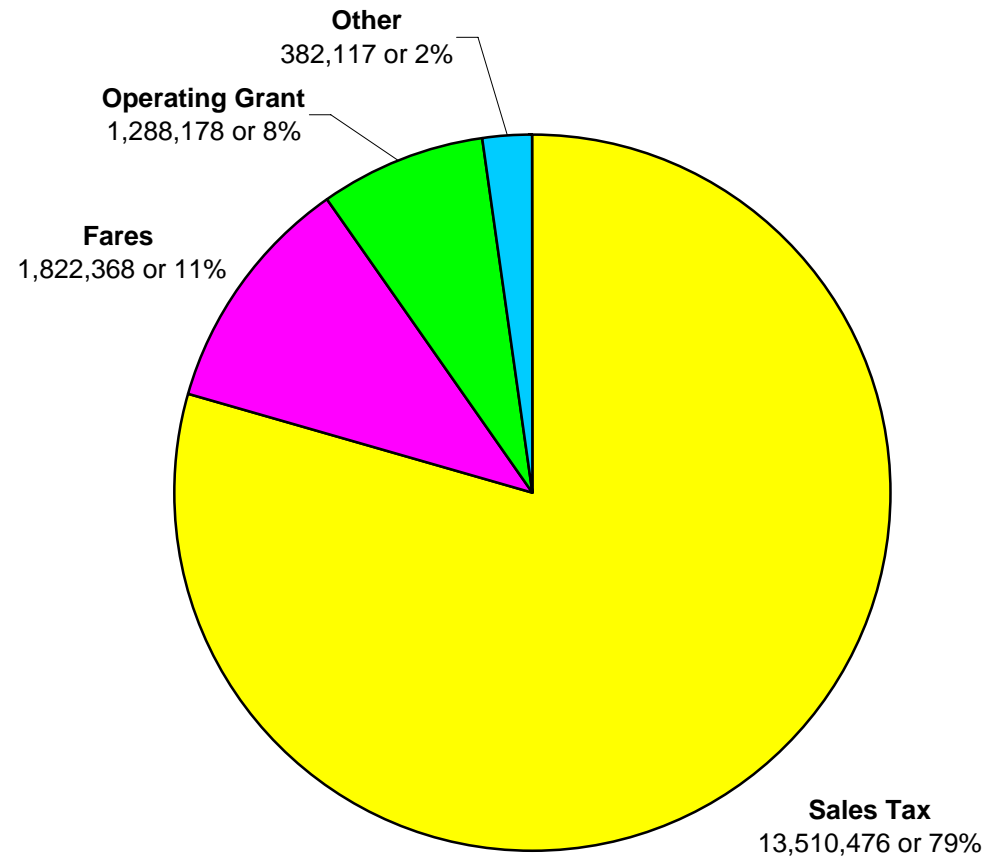


In October, the Spirit will again be making test runs through Rich Passage, collecting data for the next phase of the federally funded research project designed to investigate the potential technical and economic feasibility of POF service between Bremerton and Seattle. This phase will assess potential shore impacts from fast POF vessels that may be chose to operate the route and, by having regular commuters on these test runs, KT will be able to test various fare levels on Bremerton ridership. Data will also be collected on where and how to best mitigate wake impact and re-nourish beaches.



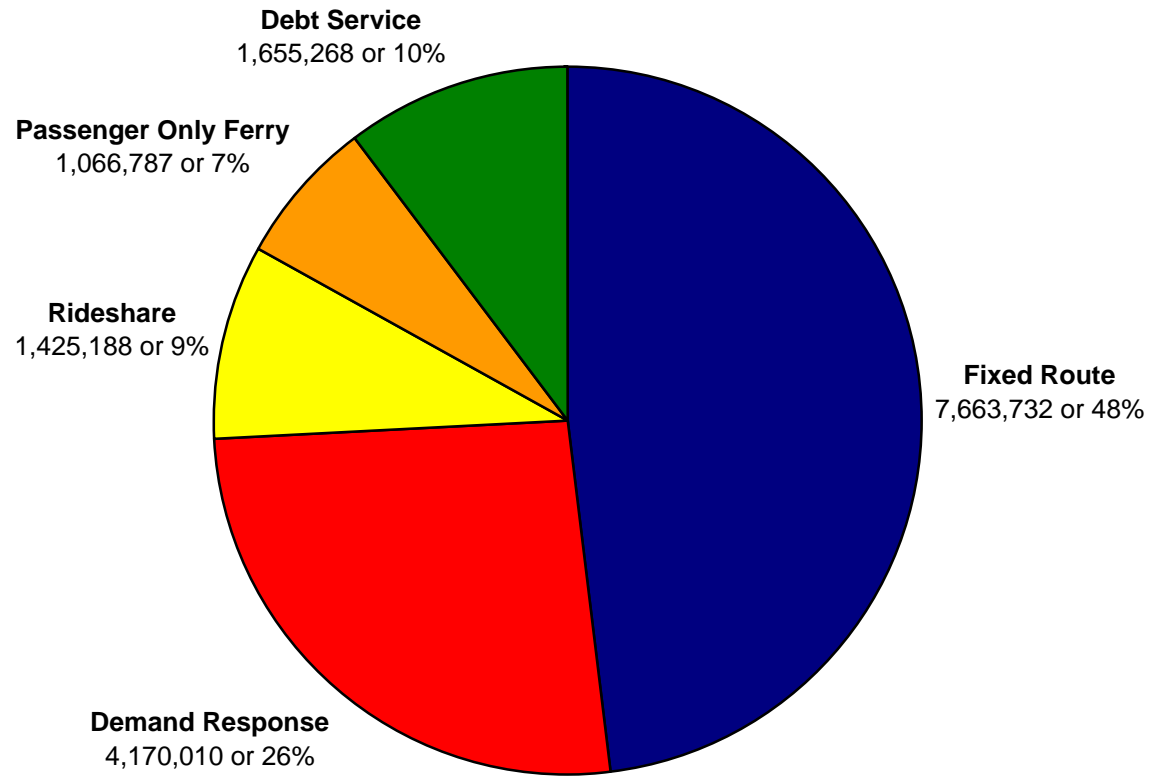
# Kitsap Transit Operating Revenue Sources

Year to Date June 2006



# Kitsap Transit Operating Expenses

Year to Date 2006



# Kitsap Transit Capital Expenditures and Grant Funding 2006 Budget

